

ROYAL AUSTRALIAN AIR FORCE.

A21-
IA.

MINUTE PAPER.

R.A.A.F. 9/10/84

621814/30.

(This side only to be written on.)

SUBJECT:

MOTH MINOR AIRCRAFT

D. of O.

I would be glad if you would make a summary of the position in regard to Moth Minor aircraft, stating briefly the number on order, how many have been delivered, how those delivered have been disposed of, whether there has been any decision as to how they are to be used, whether there has been any decision as to the instruments with which they are to be fitted, and briefly the position in regard to such instruments as referred to in Air Commodore Anderson's minute of 28.2.1940, which I find very difficult to understand.

2. I suggest that this might start a file on the new system and that this file be attached thereto.

13th March, 1940



Air Marshal, A.M.O.E.

SUBJECT:

MOTH MINOR AIRCRAFT~~A.M.O.E.~~

As requested in your minute dated 13th March, 1940, on file 9/10/84, a summary of the position in regard to Moth Minor aircraft is given in the following paragraphs:-

Order:

Fifty Moth Minor aircraft at £1,000 each were ordered by the Department of Supply and Development on the 5th October, 1939, on the authority of the War Cabinet. The Air Board was notified of this in the Department's memorandum dated 21st October, on file 9/10/79.

This order was increased by ten spare engines and spare parts to 20% of the value of the aircraft order, (Department of Supply memorandum S.116 of 11/11/39 and Air Department's memorandum 1095 of 15/1/40 - refer).

The original order for fifty aircraft was reduced by four (more than this could not be cancelled) when notification was received that fifty Tiger Moth aircraft were available for immediate delivery.

Deliveries:

Of the number of aircraft now on order, 28 have been delivered and 18 have not yet been received.

Allotment:

The aircraft which have been delivered have been disposed of as indicated in the following table:-

Sold to Aero Clubs	5
No.1 Flying Training School, Point Cook	1
No.1 Engineering School	2
No.2 Aircraft Depot	<u>20</u>
Total:-	<u>28</u>

Decision as to Use:

The only record of any decision as to use is contained in A.M.S.'s memorandum dated 28th February, 1940, file 9/10/84. He stated that he had "so far avoided" taking any into the Service and, apart from holding them in reserve, at No.2 Aircraft Depot, had hoped not to introduce them at all in view of the fact that 100 Tiger Moth aircraft were and "are" available from the United Kingdom to fill the gap until local production gets going.

With regard to the use of the Moth Minor aircraft, it is to be noted that it is 60 lbs. overweight for dual aerobatics, allowing 180 lbs. per man, therefore, if the crew averages more than 10 stone 10 lbs., the petrol load must be reduced accordingly before doing dual aerobatics.

Instruments to be Fitted:

In addition to the standard instruments (airspeed indicator and altimeter) it was decided that the following extra instruments should be supplied -

In Front Cockpit:

Compass
Turn and bank indicator
Blind flying hood

In Rear Cockpit:

Altimeter
Air speed indicator
Compass
Turn and bank indicator
Full dual controls, including brake controls.

(Supply Department memorandum S.116 dated 11/11/39, Air Department memorandum 1095 dated 13/1/40 - refer).

Position in Regard to Instruments:

The extra instruments listed above were notified to the Supply Department by the A.M.S. in an unofficial note of the 30th October, 1939.

The Supply Department in their memorandum S.116 dated 11/11/39, stated that they understood that extra instruments as listed, would be required.

The Air Department's letter confirming the A.M.S.'s note was not dispatched until 13/1/40. In the letter, regret was expressed that the reply to Supply Department's S.116 of 11/11/39, although passed for dispatch on 14/11/39, had been mislaid in the meantime.

Acting on his own initiative, the manager of the D.H. company had arranged for the necessary number of extra airspeed indicators and compasses to be delivered with the aircraft.

The date for the delivery of the remainder of the extra instruments as listed has not yet been given. The A.M.S. states in his minute dated 28th February, 1940, file 9/10/84, that it will be some time before the instruments catch up to the aircraft to which they should be fitted.

3.3.1940.

Jme

Wing Commander, D.O.

	A. SERIAL NO.	B. UNIT HOLDING AIRCRAFT ON CHARGE	C. WHERE AIRCRAFT LOCATED	D. SERVICEABLE OR UNSERVICEABLE.
NO. 1 T.G.	A21-14, 37; A21-18	7 S.F.T.S.	7 S.F.T.S.	SERVICEABLE ✓
	A21-20	1 Com. Flight	1 Com. Flight	Serviceable ✓
	A21-39	3 B.G.S.	3 B.G.S.	SERVICEABLE ✓
	A21-23	2 A.O.S.	2 A.O.S.	SERVICEABLE ✓
NO. 2 T.G.	A21-28, 34, 36 A21-42	5 S.F.T.S.	URANQUINTY	SERVICEABLE in 3 DAYS, 10/8/42
	A21-15	1 B.A.G.S.	EVANS HEAD	UNSERVICEABLE ✓
	A21-5 A21-41	2 Com. Flight	WAGGA	SERV. 3-14 DAYS SERV. 14-30 DAYS FROM 10/8/42 ✓
	A21-4	1 A.O.S.	COOTAMUNDRA	SERVICEABLE ✓
	A21-10	PARKES	PARKES	SERVICEABLE ✓
	EASTERN AREA	A21-5 A21-29	3 COMM. FLIGHT	A21-5 MASCOT A21-29 B'TOWN
A21-7, A21-8 A21-42 A21-24		23 SQUADRON	LOWOOD	SERVICEABLE SERV. 3-14 DAYS.
A21-30, A21-31 A21-21		31 SQUADRON	A21-30 CAMDEN A21-31 MASCOT	A21-30, A21-31 (SERV. 3 DAYS, 13/8) A21-30 (SERV. 14 to 30 DAYS, 13/8)
A21-8		28 SQUADRON	RICHMOND	SERVICEABLE ✓
A21-19		6 SQUADRON	RICHMOND	SERV. 3 - 14 DAYS FROM 13/8/42. ✓
A21-38		HQ. RICHMOND	RICHMOND	SERV. 3 DAYS, 13/8/42 ✓
WESTERN AREA		A21-9, A21-12 A21-13	25 SQUADRON	PEARCE
	NTH. WESTERN AREA	A21-22	1 R.S.U.	DALY WATERS ✓ UNSERVICEABLE
NO. 5 MAINTENANCE GROUP	A21-40	2 A.D.	2 A.D.	SERVICEABLE ✓
	A21-15	1 B.A.G.S.	to De Havilland MASCOT FOR REPAIR	SERVICEABLE IN 30 DAYS. ✓
NTH. EASTERN AREA	A21-25 A21-27	Townsville 12 R.S.U.	TOWNSVILLE TOWNSVILLE	SERVICEABLE unknown, 12 R.S.U. to advise. ✓